

1. PREVIOUS EDITIONS

CLASSIFIED MESSAGE

SECRET

TE 1850Z 16 DEC 64

25X1A

DIRECTOR

OM: [REDACTED]

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ROUTINE

IN 62996

05A1-15

INFO

CITE

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OXCAR

25X1A 1. FSW NBR 625 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

25X1A 2. [REDACTED] FROM AREA SERVICE.

3. NO FLIGHTS ACCOMPLISHED ON 14 DECEMBER.

4. ARTICLE NO 124 MADE GO 278 ON 15 DECEMBER. MAX ALT 43M-MAX MACH 1.3 DURATION 1:10 PURPOSE, DRIVER TRAINING. NO ENGINE PROBLEMS.

5. ARTICLE 121 PRESENTLY HAVING RH ENGINE (219) REPLACED BY 206. ENGINE 219 BEING REMOVED FOR INVESTIGATION OF STALL CONDITION ENCOUNTERED DURING GO NBR 156 PER FSW NBR 624.

25X1A 6. ARTICLE 122 MADE GO 83 ON 15 DECEMBER. MAX ALT 74.5 MAX MACH 2.84 TOGW 109.6K DRIVER [REDACTED] DURATION 1:02 PURPOSE, PERFORMANCE AND ENGINE RE-LITE. NO TRIM PRIOR TAKEOFF AND NONE USED DURING FLIGHT. EGT'S FOLLOWED THE OPERATING BAND PRETTY WELL. THE RH ENGINE 256 WAS SHUTDOWN AT 2.0 MN THEN IMMEDIATELY RE-LIT. SOME INLET ROUGHNESS ENCOUNTERED BUT ENGINE RE-LITE ABILITY WAS NOT AFFECTED.

USAF review(s) completed.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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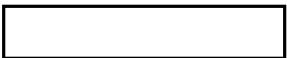


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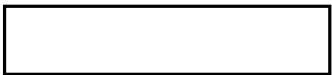
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7. ARTICLE 129 MADE GO 79 ON 15 DECEMBER. MAX ALT 78M MAX MACH 3.14 TOGW 121.8K  DURATION 1:16 PURPOSE, PERFORMANCE. NO TRIMMING PRIOR TO TAKEOFF, SOME ON EACH SIDE DURING FLIGHT. DURING TURN AT OUTBOUND END OF COURSE HAD SOME LEFT HAND NOZZLE FLUCTUATION. AFTER THE TURN LEFT ENGINE STALLED AND EGT NOTED AT 940 DEGREES C. REDUCED POWER TO MILITARY AND BELOW TO BRING EGT DOWN AND CLEAR THE STALL. RE-ADVANCED POWER TO A/B AND THEN NOTED 37,000 PPH FUEL FLOW ON LEFT ENGINE AND NOZZLE IN FULL OPEN POSITION. REDUCED POWER TO IDLE AND NOTED LEFT FUEL FLOW AT 10,000 PPH SO SHUTDOWN LEFT ENGINE AND RETURNED HOME ON RIGHT ENGINE. PRELIMINARY INVESTIGATION FOLLOWING LANDING REVEALED BROKEN LINE IN EXHAUST NOZZLE MANIFOLD OF THE "CLOSED" CIRCUIT. FURTHER DETAILS PENDING ENGINE REMOVAL AND SHOP INSPECTION.

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8. ARTICLE 131 MADE GO 30 ON 15 DECEMBER. MAX ALT 47M MAX MACH 1.45 TOGW 105K  DURATION 58 MINUTES PURPOSE, RADIO PACKAGES. HAD SOME FLUCTUATION OF LEFT HAND EXHAUST NOZZLE PRIOR TO TAKEOFF WHICH CLEARED AND NOZZLE THEN REPORTED AS OK FOR ENTIRE FLIGHT. NO OTHER PROBLEMS.

END OF MSG

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